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| **LA VIE’S RESPONSE TO**  **LETTER FROM DEPARTMENT OF ENVIRONMENT AND CLIMATE CHANGE** *(Annexure ‘1’)* | | |
| 1.a. | **IMPACTS ON ABORIGINAL CULTURAL HERITAGE VALUES**  Consultation with Aboriginal Community;  - an explanation is required regarding the  survey methodology, and  - detail provided about survey transects  used and how they may have affected the  survey results. | La Vie’s Consultants, Biosis, have carried out further investigation work and have consulted with the local Indigenous groups. Advertising in the local newspapers has been carried out to ensure that all relative parties have been informed and have had the opportunity to address any issues they may have with the site. Biosis, have in their Report *(Annexure ‘2’)* provided:  - adequate explanation where required, regarding the survey methodology, and  - detailed survey transects that explain the survey results. |
| 1.b. | Landscape elements that contribute to survey effectiveness need to be mapped. | As part of the Biosis Report, mapping of any landscape elements that contribute to survey effectiveness have been detailed. |
| 1.c. | Contradictory statement about area of archaeological sensitivity needs to be addressed. | La Vie’s Consultants, Biosis, have demonstrated the sites immediate and long term needs with respect to this issue. Notwithstanding that, extensive research has been carried out and La Vie is cognisant of the sensitivity of these issues, and has always supported the views and needs of the Indigenous tribes, and the sites possible cultural heritage value. |
| 2.a | **RADIATION CONTROL**  Registration of radiation apparatus must be obtained. | Under normal responsible roles this license is procured via the operator of the equipment. This issue, and it’s relative licensing, will be separate to, and will be sought as a separate licensing issue. In this case the operator will obtain the necessary approvals and licensing. Please note, the proposal allows for one overnight room, for the purpose of Radio-iodine Therapy Unit. This room is to be lead-lined and will be adequately ventilated to prevent cross flow airborne radioactive contaminates from moving into other parts of the facility. The room is to be suitably equipped and be able to hold contaminated waste effluent for a period as specified within the HURSOG (NSW Hospital and University Radiation Safety Officers Group) Guide to Radioiodine Therapy Facilities. La Vie has also dedicated one of the theatres for the use of investigative radiological imaging. This theatre will be equipped with the latest anti-transmittal radiation insulation, to BCA (Building Code of Australia) and ARPANSA (Australian Radiation Protection and Nuclear Safety Agency) standards. |
| 2b | Shielding assessment may need to be carried out with reference to members of the public. | Shielding assessment will be carried out with reference to members of the public and staff being potentially exposed to radiation at the proposed facility. It is anticipated that the public and staff, through all of the deterrents and safe practice strategies put in place, will not be exposed to any danger at this facility. All necessary shielding will be assessed and addressed accordingly, and carried out to the guidelines of the Australian Radiation Protection and Nuclear Safety Agency standards. |

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| **LA VIE’S RESPONSE TO**  **LETTER FROM DEPARTMENT OF ENVIRONMENT AND CLIMATE CHANGE** *(Annexure ‘1’)* | | |
| 3. | **NUCLEAR MEDICINE**  Advice on sewerage delay tanks needed. | Further to the issue of ‘sewerage delay tanks’ La Vie Developments have instructed their mechanical design team to address this issue. Representatives of this team have met with Doctor Smart from the Radioiodine Therapy Unit at St George Hospital where the necessary changes will be represented in revised drawings, with the inclusion of holding rates and engineering, safety devices, inclusive of pump and tank detail, and pipe and instrumentation design to ensure all levels of safety are adhered to at all times. This detail will be shown in the forth coming Stage ‘1’ Construction Drawings by La Vie. The placement and size of tanks, inclusive of the dedicated room, are shown on the revised drawings (see full architectural drawings under separate cover) resubmitted for stamping of project approval Stage ‘1’. |
| 4.a. | **WATER AND SEWERAGE MANAGEMENT**  Sewerage Management;  - need documentation on capacity of existing  sewer infrastructure and | Cardno Forbes Rigby have detailed these issues and informal talks have, via consultation with this Agency, made La Vie quite aware of the need for upgrades, respectively with both water and sewerage. La Vie has noted the need for the upgrade of some existing services and infrastructure, and is looking forward to entering into talks with Sydney Water in the hope of coming to a fair and equitable outcome for all parties. |
|  | - upgrading works to infrastructure  necessary to service the proposed  development | The upgrading of works is understood by La Vie to be a necessary and vital part of the development, and immediate concern for the local area. La Vie undertakes to both take part in the upgrading of the system, and to continue to consult Sydney Water to ensure the same happens. Again, without a Section 73 Certificate La Vie’s hands are tied. Notwithstanding that, it is La Vie’s intention to be responsible with respect to it’s obligation in this matter. |
| 4.b. | Existing water main has insufficient capacity to service the proposed development – the Department therefore expect that a new reticulation system should be designed and constructed. | La Vie is cognisant of the deficiency in the current service and following the issue of a Section 73 Certificate at Construction Certificate Stage will address this issue through consultation and negotiation with Sydney Water. These matters will be raised to ensure that this service is upgraded to meet the precinct’s needs, without restriction on current and future demands. |
| 4.c. | Odour assessment required in relation to any new or existing sewage pumping stations. | Further to a Section 73 Certificate being issued, and an effluent pumping station being required, La Vie is committed to ensuring that appropriate studies are carried out to ensure there are no relative odours occurring from same. |

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| **LA VIE’S RESPONSE TO**  **LETTER FROM DEPARTMENT OF ENVIRONMENT AND CLIMATE CHANGE** *(Annexure ‘1’)* | | |
| 5. | **STORMWATER MANAGEMENT**  - assurance required that existing street  drainage will be surveyed and that  appropriate measures will be undertaken  to ensure existing infrastructure has  capacity to service the proposed development.. | The current infrastructure, being the existing street drainage system, will be investigated and evaluated. The needs and upgrades associated with these investigations will be addressed at the Construction Certificate Stage to ensure this system has the capacity to service the proposed development. Should the system be found to be inadequate mitigation measures will be taken. |
| 6. | **GROUNDWATER**  - Assurance is required that “La Vie will  implement the geotechnical  recommendations in Table 7 of the  Geotechnical Investigation:  Corner Avondale and Huntley Road,  Huntley (Martens, May 2009). | Where assurance is required La Vie will ensure and implement the geotechnical recommendations in Table 7 of the Geotechnical Investigation *(See Annexure ‘3’).* |
|  | - if the proposal is likely to intercept or use  groundwater, a Licence under Part V of  the Water Act 1912 (NSW) is required. | Investigation to date would indicate that La Vie will not intercept groundwater, however, La Vie accepts that if the proposal intercepts groundwater a Licence under Part V of the Water Act 1912 (NSW) is required. Following the interception of groundwater La Vie will apply for all relative licensing |
|  | - the construction of any structure that may  be impacted by groundwater will require a  water proof retention system (that is, a  fully tanked structure) with an adequate  provision for future fluctuations of the water  table. | La Vie will ensure if structures constructed are impacted by groundwater La Vie will provide a water proof retention system (that is a fully tanked structure) with adequate provision for future fluctuations of the water table. |
| 7. | **TRAFFIC NOISE**  - attention is drawn to Location C in  Wilkinson Murray’s ‘Traffic Noise  Assessment’ which appears to be  removed from the main traffic corridor of  Huntley Road, and  - the absence of current (base case) noise  levels in the assessment. | La Vie’s Noise Consultants, Wilkinson Murray, have actually addressed these issues in their report *(Annexure ‘4’)* “monitoring of existing noise levels not necessary”. |

**ANNEXURES:**

1. Letter from Department of Environment and Climate Change

2. Biosis Report

3. Table 7 Geotechnical Recommendations - Martens Report

4. Wilkinson Murray DECC Traffic Noise Clarifications

5. Response from Martens

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| **LA VIE’S RESPONSE TO**  **LETTER FROM DEPARTMENT WATER AND ENERGY** *(Annexure ‘1’)* | | |
| 1. | DWE supports the recommendation in Section 4.7 of the Geotechnical Investigation that rock coring be completed to a level below the deepest excavation level to allow groundwater levels to be confirmed (if the water table is contacted during drilling/coring). Please note, if groundwater is encountered DWE will need to notified immediately and the results of this testing should be sent to DWE. | La Vie recognises and supports the recommendations, and will at Construction Certificate Stage carry out the investigative rock coring and drilling, as per the Martens Geotechnical Report Clause 4.7.  La Vie also undertakes to notify the DWE immediately if groundwater is encountered in these test cores. |
| 2. | If the proposal is likely to intercept or use groundwater a Licence under Par V of the Water Act 1912 is required in relation to this development. All proposed groundwater works including bores for the purpose of investigation, extraction, dewatering, testing or monitoring must be identified and approval obtained from DWE prior to their installation. | If ground water is intercepted La Vie undertakes to apply for the appropriate license under Part V of the Water Act 1912. Further to this, the Developer will obtain approval from the DWE for groundwater works, including bores for the purpose of investigation, extraction, dewatering, testing or monitoring, prior to any installation. |

**ANNEXURES:**

1. Letter from Department Water and Energy

2. Response from Martens

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| **LA VIE’S RESPONSE TO**  **LETTER FROM MINISTRY OF TRANSPORT** *(Annexure ‘1’)* | | |
| 1. | Implementation strategy for the TMAP. | Whilst preparing the traffic reports, the consequential outcome of the change and modification to the West Dapto Release Area has significantly impacted on the traffic outcomes analysis previously presented by Cardno. Furthermore, the early advice and direction from Wollongong City Council (WCC) and the RTA is contrary to their new requests and current advice. Following the RTA’s new response and the agencies change of direction and advice, La Vie proposes to enter into talks with WCC and the RTA to establish a new consensus on how the overall traffic issues are dealt with. La Vie is currently attempting to organise a meeting with both the RTA and WCC to start these talks to enable the same to take place. Meanwhile La Vie has tabled a proposal that is believed to be a way forward that will establish a beneficial outcome for all parties that addresses traffic issues at all stages. |
| 2. | Analysis of the cost of the recommended public transport provision. | As previously stated regarding meeting with WCC and the RTA, La Vie is committed to preparing a cost analysis, this cost analysis cannot be prepared until the appropriate level of advice is formed via the meetings with these bodies. Notwithstanding that, the Minister for Transport will need to assess and approve any change or upgrade proposals to any new transport provision. La Vie will, following a draft plan for traffic and transport consult with the Ministry of Transport for their approval of same. |
| 3.a. | Consideration of the staging of the proposed development relative to the staging of the West Dapto Release Area. | Again, following the outcome of the change and modification to the West Dapto Release in relation to the timing of the preparation and completion of the traffic reports significant impacts have to be assessed and adequately addressed, these impacts and the relative timing of both the proposal and the WDRA will be considered and reported on. |
| 3.b. | In particular, whether the timing of the proposed Illawarra Health Precinct retail centre is appropriate to the staging of the West Dapto Release Area. | Reclassification of the staging of the WDRA, seeing the northern sector being released and not the south western area, would see the retail centre have little or no impact on the WDRA, appropriately the retail centre will serve the immediate area and not affect the release area. Analysis of this and the associated impacts will be addressed once talks with WCC and the RTA establish the basis to revise and report on same. |
| 4. | Commitments to fund footpath and cycleway improvements to the site that do not rely on unconfirmed funding arrangements with Wollongong City Council. | The commitments La Vie have made to fund footpath and cycleway (share-way) improvements to the site (that do not rely on unconfirmed funding arrangements with Wollongong City Council) are set out as part of our developer contributions. These infrastructure and socio/community-amenity provisions are set out in the document annexed, response to Section 94-94a fees and contributions *(See Table from Mitchell Brampton Quantity Surveyors re: infrastructure Annexure ‘2’)* |
| 5. | Clarification of the commitment to the provision of cycling facilities to include showers and lockers specifically. | The architectural drawings, in particular Stage ‘1’, clearly show that there is provision for this item. In addition, La Vie is committed to the principle of providing bicycle racks and other facilities for cyclists, including shower and change rooms. These facilities have been provided throughout the site and have been shown on a newly generated drawing  *(see full architectural drawings under separate cover)* |

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| **LA VIE’S RESPONSE TO**  **LETTER FROM MINISTRY OF TRANSPORT** *(Annexure ‘1’)* | | |
| 6. | Walkways internal to the site that provide for public access through to Goolagong Street and do so from the first stage of development. | La Vie will investigate the opportunity of bringing this access way on earlier, however, due to construction needs and constraints this may not be possible at Stage ‘1’. Notwithstanding that, La Vie will ensure that a walkway to Goolagong Street will be provided in two places, one at the north/eastern end of the site and the other at the south/eastern end of the site and will be linked via the 2.5M shareway *(see Drawing SK008PL in full architectural drawings under separate cover)*. |
| 7. | Resolution of the proposed bus stop arrangements that would require pedestrians to cross the car park access road off Huntley Street, creating an unnecessary conflict. | The bus stop outside the hospital proper has unfortunately been left off the drawings, however, there is a bus stop outside the hospital proper and there is also one to the east of the car park. This is shown on drawing SK506PL *(See Annexure ‘3’).* Furthermore, there is a bus stop outside the Surgicentre on Avondale Road, along with one outside the shopping centre. This gives a total of four bus stops, and two taxi ranks, one within the hospital proper and one at the bus stop on Avondale Road.  An updated drawing is being generated to show all pedestrian, vehicle, road and transport related issues, including bus stops, taxi ranks, share-ways and pedestrian crossings.  *(see full architectural drawings under separate cover- SK008PL)* |
| 8.a. | Consideration under the proposed workplace travel plan of the use of ‘car share’ schemes for corporate use, individual staff and residents of the services apartments. | La vie will at all times encourage people to ‘car share’, both at the staff and corporate level. This requirement will be carried out. |
| 8.b. | Consideration under the proposed workplace travel plan of potential assistance for employees to access work by public transport, through salary package options and other incentives. | Consideration under the proposed workplace travel plan of potential assistance for employees to access work by public transport, through salary package options and other incentives will be promoted by, and implemented where possible by La Vie. |

**ANNEXURES:**

1. Letter from Ministry of Transport

2. Table Mitchell Brampton Quantity Surveyors re: Infrastructure

4. Drawing SK506PL

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| **LA VIE’S RESPONSE TO**  **LETTER FROM NSW DEPARTMENT OF PLANNING** *(Annexure ‘1’)* | | |
| 1. | Traffic modelling (as detailed in the RTA and Council submissions) and any local or State road and intersection upgrade requirements timing of these works. | This issue is presented within the total address of traffic and transport reporting and assessment. We refer to La Vie’s statement to the Minister for Transport where while preparing the reports, the consequential outcome of the change and modification to the West Dapto Release has significantly impacted on the traffic outcomes analysis previously presented by Cardno Forbes Rigby (CFR). Furthermore, the early advice and direction from Wollongong City Council (WCC) and the RTA is contrary to their new requests and current advice. Following the RTA’s new response and the agencies change of direction and advice, La Vie proposes to enter into talks with (WCC) and the RTA to establish a new consensus on how the overall traffic issues are dealt with. La Vie is currently attempting to organise a meeting with both the RTA and Council to start these talks to enable the same to take place. Meanwhile La Vie has tabled a proposal that is believed to be a way forward that will establish a beneficial outcome for all parties that addresses traffic issues at all stages. This table forms part of the covering letter to the post exhibition submission. Please note the RTA is being stubborn in their resolve not to meet. |
| 2. | Confirmation of set back and development restrictions associated with the high power transmission lines, particularly in relation to the proximity of the 8 storey hospital building and the helicopter pad. | La Vie confirms that the setbacks and development restrictions associated with the high power transmission lines and the eight storey hospital tower are met and comply with all agency requirements.  These setbacks are detailed on the annexed diagram, along with tables and graphs depicting the relative safe levels and distances required in this instance.   - The transmission tower and lines stand a safe distance of not less than 15 mts from the hospital tower and wards. The radiation levels are as low as 8% of the daily recommended exposure rates of Electric and Magnetic Fields.  - The radiation levels at 15 mts (common distance under transmission wires) shown in the graph found in the ARPANSA’s document *(see Annexure ‘2’)*. (*Annexure ‘3’ – Diagram 5.37)* depicts a maximum radiation level of approximately 8 microtesla being (80 milligauss).  - The safe level of exposure characteristics to humans is tabled in the annexed document (ARPANSA’s, clause 4.3, the Summary of Exposure Limits), (Magnetic Flux density over a 24 hour day period). The level of exposure per 24 hours is quoted as 0.1 militesla being 100 microtesla or (1000 milligauss), therefore, given the safe level of continuous exposure is 1000 milligauss and the level of the omitted radiation from the transmission lines being only 80 , this equates to a safety factor of 8:100, therefore, it can be seen by these figures that the distance currently proposed is well within the guidelines of ARPANSA’s and ensures no detrimental radiation exposure or health risks associated with the transmission lines will occur. It should be noted that the transmission line easement has been surveyed and the relative hospital tower structure and ancillary structures are proposed to be built outside of that easement. This can be identified easily on the site plan.  - The relative height of the transmission tower compared to the  height and distance away from the helipad poses no problems  and falls well within acceptable guidelines. These guidelines are  laid out in the NSW Health-Medical Helipad Guidelines and the  Civil Aviation Authority Guidelines for the establishment and use  of helicopter landing sites (HLS) re CAAP 92-2(1) *(Annexures ‘4’ & ‘5’).* |

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| **LA VIE’S RESPONSE TO**  **LETTER FROM NSW DEPARTMENT OF PLANNING** *(Annexure ‘1’)* | | | |
| 2. | Confirmation of set back and development restrictions associated with the high power transmission lines, particularly in relation to the proximity of the 8 storey hospital building and the helicopter pad – continued. | - Given the distance from the edge of the pad to the transmission tower  Is more than 130 mts and the difference in height is given from the  tower being at RL 77.60, and the helipad is sitting at an RL of  67.00 this equates to a rise of 10.6 mts over 130 mts.  - The acceptable rate of rise for approach landing and takeoff for  helicopter craft is an obstacle free gradient of 7.5º or equal to 1:8  vertical to horizontal. 10.6 :130 vertical to horizontal equates to a gradient of no more than 5.0º (10.6 vertical to 130 horizontal) approx.1 vertical to 13 horizontal. By these figures it is proved that the helipad distances proposed are well within the safe limits of the guidelines. | |
| 3. | Any building height limitations due to the proximity to the Illawarra Regional Airport. | The building heights of all built structures within the site are well under the Albion Park Airport landing and takeoff flight paths. To confirm and formally report on this La Vie has sought advice and approval of these appropriate pathways from Australian Air Services and CASA. Mr Mitchell Sloan of Australian Air Services has advised that they are currently formalising their response in writing and that this response is some two weeks away from being sent.  *(see Annexure ‘6’ Civil Aviation Guidelines)* | |
| 4. | Further details on whether noise attenuation measures at properties impacted by helicopter noise as a result of the proposed flight path are required in order to achieve compliance with relevant noise guidelines for helicopters. | La Vie has sought advice and approval of appropriate pathways from Australian Air Services and CASA, in particular Mr Mitchell Sloan *(see response from Mr Sloan annexed to La Vie’s response to Shellharbour Council)*. Following these investigations, La Vie’s Noise Consultant will advise La Vie on the mitigation measures needed, leading to noise attenuation measures if necessary at these properties. Measures will be taken following the outcome from these investigations to ensure there are no detrimental impacts from helicopter noise as a result of the proposed flight path, take off and landing. All required compliances with regard to relevant noise guidelines for helicopters will be met where possible. | |
| 5. | Confirmation that the basement car park can be naturally ventilated under the current design. | | La Vie’s Mechanical Design Consultant, Mr Andrew Hunter, is currently preparing detailed drawings for Stage 1 Construction Certificate. Mr Hunter is of the opinion that the design complies with all relevant agency guidelines and achieves natural ventilation under the BCA Code of Australia.  *(See Annexure ‘7’).* |

**ANNEXURES:**

1. Letter from NSW Department of Planning

2. ARPANSA Guidelines

3. Diagram 5/37

4. NSW Health Medical Helipads Guidelines

5. NSW Health Helicopter Transport of Patients

6. Civil Aviation Safety Authority Guidelines for the establishment and use of helicopter landing sites

7. Report Hunter Air Conditioning

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| **LA VIE’S RESPONSE TO**  **LETTER FROM NSW HEALTH** *(Annexure ‘1’)* | | |
| 1. | Concept Plan contains minimal amendments from the previous submission – previous comments have not been incorporated. | Addressing concerns of NSW Health as expressed in previous letter from Mr Greg McAllan to Mr Michael File – Trim No: H08/34021-1 File No: 07/6240-2 *(Annexure ‘2’).*  Most of Mr McAllan’s concerns have already been addressed in our DGR submission, however, in using the same chronological order as Mr McAllan’s letter I would advise:  1. 1. The Illawarra International Health Precinct does not rely solely on the West Dapto Catchment and/or Release – see our map of ‘primary catchment’ and ‘proposed catchment’ *(Annexure ‘3’).* along with map of ‘services undertaken by other facilities within that catchment’ *(Annexure ‘4’)*.  2. 2. Commonwealth 2008/2009 Aged Care Approval Round ‘Essential Guide Book’ states: “140 High Dependency Beds for the Illawarra and 60 Beds for the Southern Highlands (mainly restructuring).” The Southern Highlands takes the south coast beyond the Illawarra. It is to be noted that we are actually catering not only for ‘now’ but up to twenty years in the future.  3. 3. No, the TAFE will not be supplying separate input as the Memorandum of Understanding relates to the training of ‘trades’ on the site, which is outside of the Health Department’s agenda. This site is deemed a major education facility at all levels.  4. No, it is 100 beds ‘in arrears’ at January 2006.  5. See our Business Plan for complete elucidation. |
| 2.a. | Inconsistencies in terminology such as:  - neonatal intensive care and casualty | We have used different terminology to the NSW Department of Health because the planned structures incorporate multi-faceted endpoint delivery, which is not presently available in NSW Health public facilities, e.g., when we refer to ‘casualty’ – we mean not only the emergency, but also a 24 hour GP driven medical centre that will be in the same building and synergistic in their delivery. Consequently, this is where the conflict in terminology may have developed. |
| 2.b. | Inconsistencies between documents such as:  - radiotherapy in the Business Case | In terms of radiotherapy, which is part of the hospital proper, and it’s licensing and use, this will be in the hands of the operator, i.e., the licensed medical practitioner radiotherapist. Just as those who conduct radiological services on this site. |
|  | - staging time frames | Staging time frames lay within the documents, as expressed.  Although, we have attempted to accelerate the stages to be compliant with the perceived wishes of both Planning and Medical Workforce needs, at all times they will be linked to population expansion and medical need.  In some cases original reports have been tendered that contain outdated staging. Please note the staging will be continuously updated and changed to meet the demographic needs of the region. |

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| **LA VIE’S RESPONSE TO**  **LETTER FROM NSW HEALTH** *(Annexure ‘1’)* | | |
|  | - critical mass issues in relation to critical care  services | The answers to these alleged inconsistencies are within the documents, however, in terms of critical care area we are currently addressing, as per the requirements of NSW Health, a 1:100 plan layout of the licensed section of this development. This is separate to the project approval and is a requirement of NSW Health under the Health Facility Guidelines. We are ensuring that the 1:100 layout is compliant with that, and it will relate to our licence to operate a private hospital and/or day procedure unit, rather than development approval. |
|  | - workforce availability | With reference to workforce availability, we have developed a Memorandum of Understanding with the College of TAFE Wollongong, and are currently negotiating a MOU with WPC Group, a ‘not for profit’ provider of apprentices and trainees. The WPC Group will work closely alongside TAFE and other employment agencies in the area ensuring the availability of a competent workforce, other than that of medical practitioners and nurses. The WPC group has been engaged by La Vie to establish appropriate relationships with employment agencies. WPC will have an onsite office to make it easy for members of the local community to access available positions and training schemes.  In addition, La Vie is currently involved in talks with several Universities and Schools of Nursing (at both university and college level). It is envisaged that these negotiations will lead to relationships being formed between those Universities and Schools of Nursing and their medical students and nurses being trained onsite. It is to be noted that this site is a tertiary referral hospital providing training in a number of disciplines, which in the long term will result in our own inherent workforce. |

**ANNEXURES:**

1. Letter from NSW Health

2. Letter from NSW Health to Mr Michael File

3. Map showing primary catchment and proposed catchment

4. Map showing services undertaken by other facilities within that catchment

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| **LA VIE’S RESPONSE TO**  **LETTER FROM R T A** *(Annexure ‘1’)* | | |
| 1. | Unable to fully review suitability of the modelling because they do not have TRACKS and SIDRA reports. | Cardno Forbes Rigby have now sent the relevant electronic version of TRACKS and SIDRA Modelling to the RTA. |
| 2. | The traffic report states that 2008 traffic count data was used to compare the interpolated 2008 base year TRACKS model volumes. Copies of the 2008 traffic count data must be submitted to the RTA for review. | Cardno Forbes Rigby have now sent the 2008 Traffic Count Data to the RTA for their review. |
| 3. | A revised SIDRA analysis shall be undertaken for all key junctions. This analysis shall review the impact of the development for the following scenarios:   * - 2008 AM and PM peak hour traffic volumes * both with and without development. * - 10 year projected AM and PM peak hour traffic volumes. This shall be completed assuming no infrastructure changes, particularly at the junction of the Princes Highway/Huntley Road and along Avondale Road and shall exclude the connection of Avondale Road to Cleveland Road. This shall be completed for with and without development scenarios. | La Vie’s Consultants Cardno Forbes Rigby (CFR) researched and developed a 300 page traffic report based on their discussions and the direction from both the RTA and Wollongong City Council (WCC). Following completion and submission of this report the RTA has in its wisdom reconsidered its needs to traffic generation reporting and has advised CFR accordingly.  It is assumed that the RTA has realised that the West Dapto Release Area now not proceeding as before planned, has now or will change the outcome of the presented modelling (traffic generation to the area), thus giving a different outcome that well could be considered wrong and appropriately redundant.  It proposed that La Vie, CFR, IRDG meet with both WCC and the RTA to ratify these issues to form a consensus and a path to move forward. The RTA are stubborn by resisting to meet.  It is proposed that at the meeting that a plan (engineering drawing) is presented, this plan would show the extent of infrastructure/domain - improvements/upgrades. The plan would select and show detail of each of the improvements and change, each selection of improvement would be linked to its relative stage, explained would be how and when they would be implemented along with the relative preceding conditions, having detailed for discussion the traffic generation rates and land use. This would leave Council with a firm understanding of what La Vie is proposing within this development plan. Details of minor concerns re detailed engineering and specifications would come later, though standards would be quoted and obviously if adopted met.  In support of this engineering plan it is proposed to prepare and submit an Infrastructure Delivery Plan, this plan being a small report, which would describe and deliver in detail the proposed requirements at concept plan of each stage, conditions precedent, likely outputs, range of studies, assumptions, rationale for further investigations, along with maintenance and monitoring requirements. It is La Vie understanding through CFRs reporting that little impact will be seen by the traffic generated at the time of the development of the first 4 stages. (Continued over page) |

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| **LA VIE’S RESPONSE TO**  **LETTER FROM R T A** *(Annexure ‘1’)* | | |
| 3. | A revised SIDRA analysis shall be undertaken for all key junctions. This analysis shall review the impact of the development for the following scenarios:   * - 2008 AM and PM peak hour traffic volumes * both with and without development. * - 10 year projected AM and PM peak hour traffic volumes. This shall be completed assuming no infrastructure changes, particularly at the junction of the Princes Highway/Huntley Road and along Avondale Road and shall exclude the connection of Avondale Road to Cleveland Road. This shall be completed for with and without development scenarios.(continued) | Therefore creating no need to rush in and carry out major assessments and undertake extensive modelling when again this could well change in the future, as we have just witnessed. Therefore it is proposed that the plan detailing the infrastructure/domain upgrades be adopted up to stage 5, at stage 5 the traffic modelling be reassessed at the time of applying for the project approval. It is hoped by then a firmer understanding of what is happening with the development of the surrounding lands is understood. This on its own would then give the modelling solid grounds to be what the area needs. |
| 4. | All assumptions made in relation to traffic generation rates and changes in traffic volumes as a result of the revised SIDRA analysis must be fully justified. | Further the rationale behind dealing with the traffic generated at stage 5 would allow total justification without assumptions and guessing for the future. |
| 5. | The applicant shall identify suitable infrastructure required to ameliorate any traffic impacts and safety impacts associated with the development, including the identification of pedestrian, cyclists and public transport infrastructure. | To suitably identify for the purpose of amelioration, suitable infrastructure for related impacts to traffic generation and the escalation of people and vehicles entering safely on and off the site, brought about by the development of this project, it would make good sense to present the above proposal where all of the these issues can be identified tabled and discussed, where an amicable outcome can be resolved. However in the mean time a public domain drawing has been attached to identify where these infrastructure upgrades such as bus stops taxi ranks pedestrian crossings, cycle ways, roundabouts, etc can be found. (see full architectural drawings under separate cover)  **NB:** A public domain drawing will follow with the Cardno response. |

**ANNEXURES:**

1. Letter from RTA

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| **LA VIE’S RESPONSE TO**  **LETTER FROM SHELLHARBOUR COUNCIL** *(Annexure ‘1’)* | | |
| 1. | Flight paths for the airport runways may intercept the approach path to the proposed helipad. | A formal application has been lodged with Mr Mitchell Sloan of Air Services Australia, GPO Box 367, Canberra ACT 2601. Telephone: 6268 4060 Mr Sloan has advised us verbally that the height of the building in respect of the high tension lines being higher, poses no problem to the airport flight paths. |
| 2. | GPS (instrument approach) for Runway 16 – this may be intercepted by helicopters approaching or departing the helipad. | Mr Sloan has referred this enquiry, in terms of instrumentation and radar, along with concerns about the height, bulk and scale of the buildings.  He advised that the Helicopter Flight Pathways should not pose a problem, however, he has referred the application for input from CASA (Civil Aviation Safety Authority)) *(See Annexure ‘2’ – response from Mr Mitch Sloan Senior Adviser – Air Services Australia)*. |

**ANNEXURES:**

1. Copy of letter from Shellharbour Council

2. Response from Mr Mitch Sloan Senior Adviser – Air Services Australia.

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| **LA VIE’S RESPONSE TO**  **LETTER FROM SOUTHERN REGION DEPARTMENT OF PLANNING** *(Annexure ‘1’)* | |
| Provision of services and infrastructure to the development and to the broader urban release areas. | The provision for services and infrastructure to the site is detailed in the annexed document response S94a fees *(Annexure ‘2’)*, wherein extensive funding and contribution is shown. This infrastructure and service will naturally spill out into the public domain and the broader urban release areas such as Calderwood, Shell Cove, West Dapto and Tallawarra will also benefit. |
| The application of developer contributions through the life of the development will need to be carefully considered. | In consideration of the developer contributions through the life of the development La Vie would again refer to our S94a response document. Within this document the degree of contribution is clearly laid out. Further to this La Vie is preparing an infrastructure delivery plan, a small though precise report detailing where and when the infrastructure will be implemented. |
| Access, transport and traffic issues are particularly relevant in the broader context of West Dapto and Calderwood. | Understandably the issues of access, transport and traffic are particularly relevant in the broader context of West Dapto and Calderwood. These areas will be tabled and discussed in full with both Wollongong City Council and the RTA to form a consensus and a path to resolve and understand their significance and impact if any. |

**ANNEXURES:**

1. Letter from Southern Region Department of Planning

2. Section 94a Fees Response Document

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| **LA VIE’S RESPONSE**  **TO LETTER FROM SYDNEY WATER** *(Annexure ‘1’)* | |
| Section 73 Certificate must be obtained. | The Sydney Water Act states that a Developer cannot obtain a Section 73 Certificate until Development Approval has been obtained. La Vie undertakes to apply for a Section 73 Certificate following Development Approval. |
| Trade Waste permit must be obtained. | At Construction Certificate Stage, La Vie will apply for these Trade Waste Certificates, however, pending final use and output Sydney Water usually negotiates this subsequent to the construction of each building, i.e., the cost in terms of grease pits, discharge of x-ray chemicals, and the use of plaster arrestors in orthopaedic rooms, etc. |

**ANNEXURES:**

1. Letter from Sydney Water

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| **LA VIE’S RESPONSE TO**  **LETTER FROM WOLLONGONG COUNCIL – DETAILED COMMENTS** *(Annexure ‘1’)* | | |
| 1. | **RETAIL COMPONENT**  The incorporation of a small retail component to service the patients/visitors/staff as well as the surrounding residents is supported as it is consistent with the proposed Huntley Village neighbourhood centre proposed under the West Dapto Master Plan. However, it should provide all of the essential shops and services needed by the local community to reduce the need to travel to larger centres for basic needs and be of an appropriate scale to provide a ‘village’ character. | The proponent will ensure that the shopping plaza component of the precinct incorporates all essential shops, including; newsagency, an extended hours convenience store (bottle mart), bank, real estate agent, TAB, coffee shop, hair dresser, dry cleaner, coin-op laundry, bakery and other convenience stores. The commercial offices above will provide for essential professional services such as; solicitor’s and accountants. The restaurant on the roof above the convenience store, is planned as a communal gathering point for not only visitors and surrounding residents, but also for patients and their relatives, within a potted garden. |
| 2.a. | **TRAFFIC ISSUES**  *General*  Insufficient detail has been provided to enable detailed assessment of internal arrangements, including parking lay out, pedestrian links throughout the site and servicing arrangements. | La Vie has instructed the architect to prepare drawings showing all parking levels, car and bike spaces and numbers, truck and vehicle ingress and egress (manoeuvring), with annotated description of each. The drawings will show all bus stops, taxi ranks, pedestrian crossings and cycle and pedestrian shareways and pedestrian bridge crossings. The drawing shows all roundabouts and other road works such as kerbing and guttering etc (see full architectural drawings under separate cover.) |
| 2.b. | The parking required for the development should be provided wholly within the site, rather than in the surrounding streets. The parking provided for the retail component is provided within the road reserve and this would be affected by the proposed road widening proposal discussed below. | The purpose of this sheltered on street parking (Avondale Road) is for the local residents to park for short periods – to pick up a newspaper or other essentials without having to walk too far from surface and basement car parks. . Further (on street parking Avondale Road), this is in accordance with advice and direction from Mr David Green. La Vie has incorporated this on street parking for the purpose of giving the local residents a free short term parking outcome to be able to quickly park to pick up their essential items in a no fuss, stay dry manner rather than traverse through the internal parking system, a proposed concept met gladly by the local community. This also alleviates the need for road widening further up Avondale Road, for the purpose of parking, where council they themselves have requested a no parking on the street be taken. Furthermore this parking will ensure the viability of the shopping centre; allowing shoppers to quickly stop rather drive past and go elsewhere. |
| 2.c. | It is acknowledged that sufficient parking must be provided wholly within the site, rather than in the surrounding streets however the amount of parking provided exceeds the minimum amount required Council’s DCP by approximately 30%. This oversupply of parking may affect traffic generation to the site as it is likely to encourage visitors to access by private vehicle rather than opt for public transport. | Council’s requirements for parking for these facilities we have met and by their own assessment exceeded by 30%. This is on the basis that when one visits any hospital in Australia there is always inadequate parking. We have attempted to ensure that parking is adequate not only for the sick and disabled but all visitors to the site. By having adequate onsite parking we will discourage what council and local resident’s are concerned about, i.e., that patients, staff etc., will park in the residential streets. Furthermore, we believe that Avondale Road should be a ‘No Parking’ site and that our design is to ensure that people actually park on the site in order to access these buildings they must drive into the car park. With exception to the sheltered short term parking in Avondale Road. |

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| **LA VIE’S RESPONSE TO**  **LETTER FROM WOLLONGONG COUNCIL – DETAILED COMMENTS** *(Annexure ‘1’)* | | |
| 3.a. | **TRAFFIC GENERATION**  An assumed traffic generation rate for the PM peak period has been determined to be 50% of the AM peak. This assumption should be supported through surveys of similar sized developments. Given the size and variety of uses within the proposal, Council is concerned that the PM peak has been underestimated. | Given councils concerns and the numerous varying responses from other agencies, in particular the RTA, it is proposed that La Vie and the traffic consultant meet with Council and the RTA to table and ratify all of these issues to form a consensus to resolve same, coming to an understanding to what is ultimately required, removing all assumptions and laying a sound platform to move forward. It should be noted these issues were not raised as directives to La Vie’s consultant to include in their report. |
| 3.b. | The traffic generation rates used for the retail use of the proposal are not as stated in the RTA Guide to Traffic Generating Developments (GTTGD). The rate for the specialty shops used is 30,000-40,000sqm of floor space and this is not correct. The appropriate rate should be used for the correct floor space. | In the proposed meeting these issues of floor area in relationship to generated traffic will be addressed. Our floor space for Specialty shop is far less than 4,000 square metres. |
| 3.c. | The public transport trip generation Scenario 11 Business As Usual has not been shown in the traffic report. | It is La Vie’s understanding that the talks with Council and the RTA gave no direction to wanting this form of information. Again it is proposed to raise the issue of public transport trip generation Scenario 11 Business As Usual in the talks with Council. |
| 4.a. | **WORKS EXTERNAL TO THE SITE**  The report makes a number of recommendations however there is no commitment to any infrastructure. Various issues and processes will occur as a result of infrastructure within the road reserve, ranging from Council’s and the RTA’s design section verifying the design meets all the current Australian Standards, RTA guidelines through to The City of Wollongong Traffic Committee approval to install traffic management facilities within the road reserve. All facilities and infrastructure recommended should be shown on a suitably scaled plan and detailed plans submitted demonstrating these facilities can be constructed to comply with all relevant standards. Further, it is recommended that until these facilities have been investigated and reviewed a determination on this application is not made. | It is proposed that La Vie, Cardno Forbes Rigby, Illawarra Regional Development Group meet with both Wollongong City Council and the RTA to ratify these issues to form a consensus and a path to move forward. The RTA is being stubborn and resisting to meet to discuss same, it may be the case that the Department of Planning carry on dialogue with the RTA to bring them to the table.  As previously advised, it is proposed that at the meeting that a plan (engineering drawing) be presented. This plan would show the extent of infrastructure/domain - improvements/upgrades. The plan would select and show detail of each of the improvements and change, each improvement would be linked to its relative stage. We will explain how and when they would be implemented along with the relative preceding conditions, having detailed for discussion the traffic generation rates and land use. This would leave Council with a firm understanding of what La Vie is proposing within this development plan. Details of minor concerns re detailed engineering and specifications would come later, though standards would be quoted and obviously if adopted met.  In support of this engineering plan it is proposed to prepare and submit an Infrastructure Delivery Plan. This plan would be a small report which describes and delivers in detail the proposed requirements at concept plan of each stage, likely outputs, range of studies, assumptions, rationale for further investigations, along with maintenance and monitoring requirements. |

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| **LA VIE’S RESPONSE TO**  **LETTER FROM WOLLONGONG COUNCIL – DETAILED COMMENTS** *(Annexure ‘1’)* | | |
| 4.b. | A recommendation has been made to re-route bus services to incorporate the frontage of this site. The Ministry of Transport (MoT) must be approached and approval must be gained for this to occur. While Council support this proposal, it is our understanding that the Ministry for Transport must consent to this. Further to this process, all infrastructure associated with the new bus stops should be submitted for review and approval from the City of Wollongong Traffic Committee. | La Vie is aware of the need to have both the Minister of Transport and the Council traffic committee approve any such proposals as bus stops and the re-routing of bus services. Despite having shown these on the Master Plan where La Vie believes patients and public would be best served.  These issues would ratified at the proposed Council/RTA meeting. |
| 4.c. | A pedestrian crossing has been recommended on Huntley Road, this proposal has not been investigated through traffic modelling (such as SIDRA) to assess the impacts on efficiency. | The pedestrian crossing that has been recommended on Huntley Road, would be investigated through talks with Council/RTA and if found necessary then modelled (such as SIDRA) to assess the impacts on its efficiency. |
| 4.d. | Noting that Avondale Road is proposed to be closed at the rail crossing at some stage in the future and thus Huntley Road will be the main access road to the hospital, Council requests that the developer dedicate land along the Avondale Road site frontage for the purpose of road widening to create a 20.115m wide road reserve. This is requested to ensure continuity between the existing residential precinct along Avondale Road and Huntley Road, and also to be consistent with Wollongong City Council’s draft strategy for the West Dapto Release Area. | The closure of Avondale Road will reduce traffic coming in and out of the immediate Penrose area, whilst it is recognised that there is existing roads leading into Penrose that will not be closed. Notwithstanding that the need for road widening has no impact on these traffic outcomes, however it is established that council is wanting the dedication of land to provide on street parking, kerb and guttering, a nature strip and a pathway.  La Vie has dedicated land for the nature strip, Kerb and guttering plus a 2.5 mtr share-way around the complete perimeter of the site.  Council has stated elsewhere that they are not wanting parking in this area, and that all parking should be keep off the street. La Vie does not see the need for continuity between the residential component and the health precinct, and finds council request contradictive to their previous recommendations, consideration should be taken especially where the residents of Penrose are clearly saying “keep the parking off the streets”, consultation with council needs to take place to clear this matter. Note initial consultation with council provided no request to carry out road widening. |
| 5.a. | **TRAFFIC MODELLING**  Council have concerns relating to the BASE 2008 model. This has been developed by scaling up the BASE 2001 TRACKS model and this approach would be considered to be appropriate for a network model. However, turning movement counts should be undertaken at critical intersections such as Avondale/Princes and Huntley/Princes. These intersections are critical access points to this proposal and as such should be investigated thoroughly and modelled as accurately as possible. This will accurately depict the impacts of the development on the current intersections. | As previously advised, La Vie’s consultants Cardno Forbes Rigby through their consultation with council and the RTA did give little or no direction to include these items in their assessment. Notwithstanding that, it is proposed at the meeting that a plan (engineering drawing) will be presented. This plan will show the extent of infrastructure/domain and improvements/upgrades. The plan would select and show detail of each of the improvements and change. Each selection of improvement will be linked to its relative stage. Explaining how and when they would be implemented along with the relative preceding conditions and having detailed for discussion the traffic generation rates and land use. This would leave Council with a firm understanding of what La Vie is proposing within this development plan. Details of minor concerns re detailed engineering and specifications would come later, though standards would be quoted and obviously if adopted met. In support of this engineering plan it is proposed to prepare and submit an Infrastructure Delivery Plan. This plan being a small report which describes and delivers in detail the proposed requirements at concept plan and each stage. Likely outputs, range of studies, assumptions, rationale for further investigations, along with maintenance and monitoring requirements. |
| **LA VIE’S RESPONSE TO**  **LETTER FROM WOLLONGONG COUNCIL – DETAILED COMMENTS** *(Annexure ‘1’)* | | |
| 5.b. | The TRACKS model that the report is based on was the most recent available data at the time and included Fowlers Rd. Whilst it is acknowledged that this was the most appropriate model to use at the time, the outcomes of further modelling based on the GCC recommendations for West Dapto will have a major bearing on the impacts of the subject development. For example, if WDTL is not in place, then there will be additional traffic using other east-west links such as Cleveland Rd, and the impacts of the additional traffic from the development in this case would be different (and in fact likely to be increased). The applicant has acknowledged this in the report, but the extent of these changes is unknown at this point in time and has the potential to significantly alter the network impacts of the hospital development. | As previously advised, in this case La Vie’s Consultants, Cardno Forbes Rigby through consultation with Council and the RTA were given little or no direction to include these items in their assessment. Notwithstanding that, it is proposed at the meeting to present a plan (engineering drawing). This plan will show the extent of infrastructure/domain improvements/upgrades. The plan will select and show detail of each of the improvements and change. Each selection of improvement will be linked to it’s relative stage. Explaining how and when they would be implemented along with the relative preceding conditions, having detailed for discussion the traffic generation rates and land use. This would leave Council with a firm understanding of what La Vie is proposing within this development plan. Details of minor concerns with reference to detailed engineering and specifications would come later, though standards would be quoted and obviously if adopted met. \In support of this engineering plan it is proposed to prepare and submit an Infrastructure Delivery Plan. This plan being a small report which describes and delivers in detail the proposed requirements at concept plan of each stage, |
| 5.c. | The report does not indicate the changes in volume at specific locations due to the development. For example, at the intersection of Huntley Rd and Princes Hwy, it is claimed that the intersections is currently at LOS F, but it is not made clear what the delays, volumes and so on are that relate to this. When the development is overlaid onto the network, the report states that the intersection is still LOS F, but again, no explicit detail on delays, volumes and so on has been provided. It is therefore possible that the intersection may be close to capacity currently, and with the new development the extent of change for the intersection may be substantial. For example, in the case of Fowlers Rd, 2026 base shows LOS D in PM, but with development, it is LOS F. This is also true of Huntley/Princes and Huntley/Avondale intersections. This clearly indicates that the impacts of the development will require intersection upgrades over and above those that would be in place to cater for the base demand. | As previously advised, in this case La Vie’s Consultants, Cardno Forbes Rigby through consultation with Council and the RTA were given little or no direction to include these items in their assessment. Notwithstanding that, it is proposed at the meeting to present a plan (engineering drawing). This plan will show the extent of infrastructure/domain improvements/upgrades. The plan will select and show detail of each of the improvements and change. Each selection of improvement will be linked to it’s relative stage. Explaining how and when they would be implemented along with the relative preceding conditions, having detailed for discussion the traffic generation rates and land use. This would leave Council with a firm understanding of what La Vie is proposing within this development plan. Details of minor concerns with reference to detailed engineering and specifications would come later, though standards would be quoted and obviously if adopted met. \In support of this engineering plan it is proposed to prepare and submit an Infrastructure Delivery Plan. This plan being a small report which describes and delivers in detail the proposed requirements at concept plan of each stage. |

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| **LA VIE’S RESPONSE TO**  **LETTER FROM WOLLONGONG COUNCIL – DETAILED COMMENTS** *(Annexure ‘1’)* | | |
| 5.d. | It should be emphasised that the TRACKS model is a *strategic* model used to analyse broad network distributions and therefore some of the intersection codings in the model do not necessarily represent what will actually be “on the ground”. The applicant has stated that as some intersections operate at LOS F at 2026 in the base, they will need to be upgraded anyway and therefore the impacts of the development are irrelevant. It could be argued that suitable infrastructure will be put in place to allow the intersection to operate at a reasonable LOS in any case, therefore the impacts of the development traffic would be more obvious if it were modelled without the upgrade. | As previously advised, in this case La Vie’s Consultants, Cardno Forbes Rigby through consultation with Council and the RTA were given little or no direction to include these items in their assessment. Notwithstanding that, it is proposed at the meeting to present a plan (engineering drawing). This plan will show the extent of infrastructure/domain improvements/upgrades. The plan will select and show detail of each of the improvements and change. Each selection of improvement will be linked to it’s relative stage. Explaining how and when they would be implemented along with the relative preceding conditions, having detailed for discussion the traffic generation rates and land use. This would leave Council with a firm understanding of what La Vie is proposing within this development plan. Details of minor concerns with reference to detailed engineering and specifications would come later, though standards would be quoted and obviously if adopted met. \In support of this engineering plan it is proposed to prepare and submit an Infrastructure Delivery Plan. This plan being a small report which describes and delivers in detail the proposed requirements at concept plan of each stage, |
| 5.e. | The applicant refers to Huntley station in the Section 7 of the report. Council’s West Dapto planning documents and the GCC review both highlight the fact that a rail station at Huntley would be very unlikely in the future for a number of reasons. The report seems to rely on the future Huntley station as a means to service the hospital development and contribute to their active transport goals. The benefits for active transport for the development in this context would therefore appear to be overstated. | This concern relating to the proposed station not going ahead raises issues to the fact that such a development would or could be the appropriate catalyst for this transport infrastructure to be seen as necessary. Again this would be tabled at the meeting with Council. |
| 5.f. | It is understood that there are 4 zones for the development that were used in the tracks model. It is not clear however how these zones fit into the existing zone arrangement – is the development additional to the current zone or a replacement? There are already some jobs and households allowed for in the model for this area, however it is not clear whether they have allowed for some or all of this. This could have an impact on the modelled outcomes. | La Vie understands Council’s concerns in this matter and appropriately would propose to table this at the requested meeting with Council and the RTA, where clarification can be made through the traffic planners and the issue addressed accordingly. |
| 5.g. | It would be desirable for all electronic files relating to the Traffic Report should be submitted to the RTA and Council for review. | It is La Vies understanding that all of the electronic files relating to the Traffic Report have been submitted to the RTA and Council for review. |

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| **LA VIE’S RESPONSE TO**  **LETTER FROM WOLLONGONG COUNCIL – DETAILED COMMENTS** *(Annexure ‘1’)* | | | |
| 6.a. | **ENVIRONMENTAL ISSUES**  Noise Assessments  It is noted that the noise assessments relate to Stage 1 only, and it is recommended further noise assessments be undertaken at each successive stage to assess the potential noise impacts to the neighbourhood. | | La Vie Developments will with further project applications, where necessary, undertake to carry out further noise assessments as per all agency, council and legislative requirements. |
| 6.b. | The proposed construction activities do not comply with the NSW DECC objectives at some of the residential areas. | | The proposed construction activities that DECC NSW has raised will be addressed and in some cases have been addressed in this response. All measures will be taken to identify and mitigate these non-complying activities. |
| 6.c. | The helipad noise assessment is preliminary assessment of potential noise. The operations of the helipad, especially during take off and landing along the flight route, will not comply with the Air Services objective and suggested alternative route. | | Air Services Australia has been consulted about this issue. Mr Mitchell Sloan has referred the matter to the Civil Aviation Safety Authority for their input. Following receipt of their findings this matter will be addressed by appropriately carrying out further investigation to mitigate any adverse noise created by the helipad and associated landing of helicopters.  A formal application has been lodged with Mr Mitchell Sloan of Air Services Australia, GPO Box 367, Canberra ACT 2601. Telephone: 6268 4060 Mr Sloan has advised us orally at this point in time that there should not be a problem. The height of the building is below the high tension wires and tower and he has merely referred it for peer review with other departments and associates. These raised issues will be looked at in terms of instrumentation and radar conflictions form the structure and its bulk height and scale. Mr Mitchell Sloan has also advised that the Helicopter Flight Pathways should not pose a problem. Mr Sloan has also advised that these issues have been raised with CASA (Civil Aviation Safety Authority) where a formalised response should be forth coming in next coming weeks. La Vie undertakes to follow the advice from these authorities and undertakes to mitigate any such adverse outcomes, |
| 7. | **SAFETY**  The internal and external operation of the development should be designed in accordance with CPTED Guidelines/NSW Police Service “Safer by Design” Guidelines and in conjunction with any other requirements following consultation with the NSW Police Service. This is particularly important as the hospital would be in an isolated location prior to the development of the Avondale release area. | | This will be addressed in the Construction Certificate stage where close consultation with the NSW Police Force will be carried out to ensure all issues are resolved in accordance with CPTED (Crime Prevention Through Environmental Design) and the NSW Police Service “Safer by Design” Guidelines. We note that this will be of benefit not only to the precinct but to the community as well. |
| 1.a. | | **STORMWATER**  Stormwater Management Master Plan  A stormwater management master plan must be provided for the proposed development including drainage infrastructure required (both internal and external to the site) for each stage of the development. | La Vie undertakes to provide a stormwater management master plan. |

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| **LA VIE’S RESPONSE TO**  **LETTER FROM WOLLONGONG COUNCIL – RECOMMENDED CONDITIONS** *(Annexure ‘2’)* | | |
| 1.b. | Detailed Stormwater Drainage Design  A detailed stormwater drainage design must be provided for each stage of the proposed development strictly in accordance with Wollongong City Council’s Drainage Design Code (1994) AND On—Site Stormwater Detention Code (2006). The design must ensure that the post developed stormwater runoff from each sub catchment of the site does not exceed the predeveloped stormwater runoff from the same sub catchment for all storm events. The current proposal shows an increase in Catchment 2 which is not acceptable. | Quote from Martens: “As discussed today, Councils recommended conditions seem generally reasonable and in accordance with what should be expected. With respect to Item 2 under ‘Attachment 2 – Recommended Conditions Stormwater’, I suggest that the condition should simply have the last sentence (“The current proposal ..............acceptable.”) deleted as it is irrelevant within the condition context.” (Annexure ‘3’) |
| 1.c. | Detailed Civil Design Plans  Detailed design plans must be provided for the proposed civil road widening, kerb and guttering and drainage works along the frontage to Avondale Road, Huntley Road and Goolagong Street. This information must be submitted to Wollongong City Council’s Manager Design and Technical Services for written approval prior to the commencement of works on the development site. | If, and when required, detailed design plans will be provided for the proposed civil works, kerb, guttering and drainage works along the frontage to Avondale Road, Huntley Road and Goolagong Street. This information will be submitted to Wollongong City Council’s Manager Design and Technical Services for written approval prior to the commencement of works on the development site. Council must not unreasonably withhold such approval. If agreement cannot be reached Department of Planning to be the consent authority. |
| 1.d. | Staging of Civil Infrastructure Works  A comprehensive report and associated detailed civil plans must be provided on the proposed staging of the civil road and drainage infrastructure works along the frontage to Avondale Road, Huntley Road and Goolagong Street. This information must be submitted to Wollongong City Council’s Manager Design and Technical Services for written approval prior to the commencement of works on the development site. | If, and when required, a comprehensive report and associated detailed civil plans will be provided on the proposed staging of the civil road and drainage infrastructure works along the frontage to Avondale Road, Huntley Road and Goolagong Street. This information will be submitted to Wollongong City Council’s Manager Design and Technical Services for written approval when and if required. Council must not unreasonably withhold such approval. If agreement cannot be reached Department of Planning to be the consent authority. |
| 1.e. | Street Lighting Plan  A street lighting plan must be provided for both Huntley and Avondale Road street frontages. This information must be submitted to Wollongong City Council’s Manager Design and Technical Services for written approval. | A street lighting plan will be provided for both Huntley and Avondale Road Street frontages. This information will be submitted to Wollongong City Council’s Manager Design and Technical Services for written approval. Council must not unreasonably withhold such approval. If agreement cannot be reached Department of Planning to be the consent authority. |
| 1.f. | Scour Protection  All stormwater outlets and overland flow paths must incorporate appropriate scour/erosion protection measures. The final details shall be reflected on the plans and supporting documentation issued for Construction. | All stormwater outlets and overland flow paths will incorporate appropriate scour/erosion protection measures. The final details will be reflected on the plans and supporting documentation issued for Construction by La Vie. |

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| **LA VIE’S RESPONSE TO**  **LETTER FROM WOLLONGONG COUNCIL – RECOMMENDED CONDITIONS** *(Annexure ‘2’)* | | | |
| 1.g. | Obtain Drainage Easement  The developer must obtain an easement to drain water over those parts of other land through which stormwater drainage from the land is to be conveyed. Evidence that the easement has been created must be submitted to the consent authority prior to commencement of works on the site. | | If, and when required, La Vie will obtain an easement to drain water over those parts of other land through which stormwater drainage from that land that may be required to be conveyed. La Vie will provide evidence that the easement has been created and undertakes to submit same to the consent authority prior to the commencement of works on the site. |
| 1.h. | Overflow Paths  Overflow paths must be provided to allow for flows of water in excess of the capacity of the pipe/drainage system draining the land, as well as from any detention storage on the land. Blocked pipe situations with 1 in 100 year ARI events must be incorporated in the design. Overflow paths must also be provided in low points and depressions. This requirement to be reflected on plans issued for Construction. | | Overflow paths will be provided to allow for flows of water in excess of the capacity of the pipe/drainage system draining the land, as well as from any detention storage on the land. Blocked pipe situations with 1 in 100 year ARI events will be incorporated in the design. Overflow paths must also be provided in low points and depressions. These requirements will be reflected on the plans issued for Construction. |
| 1.i. | Depth and Location of Services  The depth and location of all services (ie gas, water, sewer, electricity, telephone, traffic lights, etc) must be ascertained and reflected on the plans issued for Construction. | | La Vie undertakes to ascertain and reflect on the plans issued for Construction the depth and location of all services (i.e., gas, water, sewer, electricity, telephone, traffic lights, etc). |
| 1.j. | | On-Site Detention – Design Criteria  The on-site stormwater detention facility must incorporate a minimum 900mm square lockable grate for access and maintenance purposes, and a suitably graded invert to prevent ponding. Details of the orifice plate including diameter of orifice and method of fixing shall be provided. These requirements shall be reflected on the plans and supporting documentation issued for Construction. | La Vie undertakes to provide the on-site stormwater detention facility with a minimum 900mm square lockable grate for access and maintenance purposes, and a suitably graded invert to prevent ponding. La Vie also agrees to detail the orifice plate, including diameter of orifice and method of fixing. These requirements will be reflected on the plans and supporting documentation issued for Construction. |
| 1.k. | | On-Site Detention – Structural Design  The on-site detention facility must be designed to withstand loadings occurring from any combination of hydrostatic, earth, traffic and buoyancy forces. Details must be provided demonstrating that these requirements have been achieved prior to the commencement of works on the site. | The on-site detention facility will be designed to withstand loadings occurring from any combination of hydrostatic, earth, traffic and buoyancy forces. La Vie undertakes to provide these details that will demonstrate that these requirements have been achieved prior to the commencement of works on the site. |
| 1.l. | | On-Site Detention – Maintenance Schedule  A maintenance schedule for the on-site stormwater detention system must be submitted for the proposed development prior to commencement of works. The maintenance schedule must be in accordance with Council’s On-Site Stormwater Detention Code. | La Vie undertakes to submit a maintenance schedule for the on-site stormwater detention system for the proposed development. The maintenance schedule will be in accordance with Council’s On-Site Stormwater Detention Code. |

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| **LA VIE’S RESPONSE TO**  **LETTER FROM WOLLONGONG COUNCIL – RECOMMENDED CONDITIONS** *(Annexure ‘2’)* | | | |
| 1.m. | | Grated Box Drain  Provision shall be made along the boundary of the property for a minimum 200mm wide grated box drain at each vehicular crossing/s to prevent waste and surface water entering the road reserve. This requirement shall be reflected on the plans and supporting documentation issued for construction. | Provision will be made along the boundary of the property for a minimum 200mm wide grated box drain at each vehicular crossing/s to prevent waste and surface water entering the road reserve. This requirement will be reflected on the plans and supporting documentation issued for construction. |
| 1.n. | | Supervision of Engineering Works  All engineering works associated with the development are to be carried out under the supervision of a practicing engineer and/or registered surveyor. | La Vie undertakes to have all engineering works associated with the development supervised by a practicing engineer and/or registered surveyor. |
| 1.o. | | Piping Stormwater to Existing Council System  Stormwater for the land must be piped to Council’s existing stormwater drainage system. Where no formal drainage exists in the immediate vicinity of the development, disposal must be by means of a suitably designed and constructed pipeline to the nearest available Council gully pit or defined watercourse. The pipeline must be a minimum of 375mm diameter reinforced concrete and located within the footpath of the road reserve. Prior to undertaking the connection or works, the developer shall obtain a permit from and arrange inspections with Council’s Regulation and Enforcement Division. | La Vie undertakes to pipe stormwater for the land to Council’s existing stormwater drainage system. Where no formal drainage exists in the immediate vicinity of the development, disposal will be by means of a suitably designed and constructed pipeline to the nearest available Council gully pit or defined watercourse. The pipeline will be a minimum of 375mm diameter reinforced concrete and located within the footpath of the road reserve. Prior to undertaking the connection or works, La Vie will obtain a permit from, and arrange inspections with, Council’s Regulation and Enforcement Division. |
| 1.p. | No Adverse Runoff Impact to Adjoining Neighbours  The design of the development shall ensure there are no adverse effects to adjoining properties or upon the land as a result of flood or stormwater run-off. Attention must be paid to ensure adequate protection for buildings against the ingress of surface run-off. | | The design of the development has ensured there are no adverse effects to adjoining properties, or upon the land, as a result of flood or stormwater run-off. Attention has been paid to ensure adequate protection for buildings against the ingress of surface run-off. |
| 1.q. | Redirection or Treatment of Stormwater Runoff  Allowance must be made for surface run-off from adjoining properties. Any redirection or treatment of that run-off must not adversely affect any other property. | | Allowance will be made for surface run-off from adjoining properties. Any redirection or treatment of that run-off will not adversely affect any other property. |
| 1.r. | Dilapidation Report  The developer shall provide Council’s Manager Design and Technical Services with a dilapidation report, identifying the condition of Council assets and all land in the vicinity of the proposed works prior to the commencement of works. | | La Vie will provide Council’s Manager Design and Technical Services with a dilapidation report, identifying the condition of Council assets and all land in the vicinity of the proposed works. |

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| **LA VIE’S RESPONSE TO**  **LETTER FROM WOLLONGONG COUNCIL – RECOMMENDED CONDITIONS** *(Annexure ‘2’)* | | | |
| 1.s. | Protection of Council Infrastructure  The developer shall provide adequate protection to all Council assets prior to work commencing and during construction. Council’s Manager Design and Technical Services must be notified immediately in the event of any damage to Council’s assets. Any damage to Council’s assets shall be made good to the satisfaction of Council, with all associated costs borne by the developer. | | La Vie will provide adequate protection to any immediate Council assets to the proposal prior to work commencing and during construction. Council’s Manager Design and Technical Services must be notified immediately in the event of any damage to Council’s assets. Any damage to Council’s assets will be made good to the satisfaction of Council, with all associated costs borne by La Vie or it’s agents. |
| 1.t. | Forty Eight Hours Notice – Prior to Works Commencing in any Road Reserve  The applicant shall consult with Wollongong City Council’s Regulation and Enforcement Division, giving 48 hours notice to arrange an on-site meeting, prior to any works commencing in any road reserve (footpath/carriageway). The purpose of the meeting will be to discuss any relevant issues such as a schedule of inspections, the need for a road occupation or opening permit and the provision of a traffic control plan as part of the works. | | La Vie will, where possible, consult with Wollongong City Council’s Regulation and Enforcement Division, giving 48 hours notice to arrange an on-site meeting, prior to any works commencing in any road reserve (footpath/carriageway). Given the need for a schedule of inspections, for a road occupation or opening permit and the provision of a traffic control plan as part of the works. |
| 1.u. | Construction of Civil Infrastructure Works  The construction of all civil road and drainage infrastructure works within the road reserve shall be undertaken by a Council approved contractor, with all associated costs borne by the developer. | | Where possible the construction of all civil road and drainage infrastructure works within the road reserve shall be undertaken by a Council approved contractor, or other duly licenced contractor, and approval will not be unreasonably withheld with all associated costs borne by La Vie, where agreed under the VPA. |
| 1.v. | Construction of Site Drainage Works  The on-site detention facilities and associated drainage works for each proposed stage shall be constructed and operational prior to the commencement of any works associated with the proposed buildings for that stage. The developer shall ensure that the stormwater peak flows for each stage are limited to the pre-developed flows or less. | | The on-site detention facilities and associated drainage works for each proposed stage will be constructed and operational prior to the commencement of any works associated with the proposed buildings for that stage. La Vie will in this case ensure that the stormwater peak flows for each stage are limited to the pre-developed flows or less. |
| 1.w. | | Drainage – Works as Executed  The developer must obtain a certificate of Hydraulic Compliance (using Council’s M19 form) from a suitably qualified civil engineer, to confirm that all stormwater drainage and on-site detention works have been constructed in accordance with the approved plans. In addition, full works-as-executed plans, prepared and signed by a Registered Surveyor must be submitted. These plans and certification must satisfy all the requirements stated in the On-Site Stormwater Detention and Drainage Design Codes. This information must be submitted to the consent authority prior to the commencement of use of the development. | La Vie will obtain a Certificate of Hydraulic Compliance (using Council’s M19 Form) from a suitably qualified Civil Engineer. This will confirm that all stormwater drainage and on-site detention works are constructed in accordance with the approved plans. In addition, full works-as-executed plans, prepared and signed by a Registered Surveyor will be submitted. These plans and certification will be adequate to satisfy all the requirements stated in the On-Site Stormwater Detention and Drainage Design Codes. This information will be submitted to the consent authority. |

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| **LA VIE’S RESPONSE TO**  **LETTER FROM WOLLONGONG COUNCIL – RECOMMENDED CONDITIONS** *(Annexure ‘2’)* | | | |
| 1.x. | | Drainage within Road Reserve – Works as Executed  The developer shall obtain written verification from a suitably qualified civil engineer, stating that the construction of the drainage infrastructure works within the road reserve has been undertaken in accordance with the approved plans. In addition, full works-as-executed plan, prepared and signed by a Registered Surveyor must be submitted. This plan must include the location and levels of the drainage lines, structures and finished surface levels. This information must be submitted to Wollongong City Council’s Manager Design and Technical Services prior to commencement of use of the development. | La Vie will obtain written verification from a suitably qualified Civil Engineer, stating that the construction of the drainage infrastructure works within the road reserve has been undertaken in accordance with the approved plans. In addition, full works-as-executed plan will be submitted. This plan will include the location and levels of the drainage lines, structures and finished surface levels. This information will be submitted to Wollongong City Council’s Manager Design and Technical Services. |
| 1.y. | On-Site Detention – Restriction on Use  The applicant must create a restriction on use under the Conveyancing Act 1919 over the on-site detention system. The following terms must be included in an appropriate instrument created under the Conveyancing Act 1919 for approval of Council:  “The registered proprietor of the lot burdened must not make or permit or suffer the making of any alterations to any on-site stormwater detention system on the lot(s) burdened without the prior consent in writing of the authority benefited. The expression ‘on-site stormwater detention system’ shall include all ancillary gutters, pipes, drains, walls, kerbs, pits, grates, tanks, chambers, basins and surfaces designed to temporarily detain stormwater as well as all surfaces graded to direct stormwater to those structure. Name of the authority having the power to release, vary or modify the restriction referred to is Wollongong City Council.”  The instrument showing the restrictions, must be submitted to the Principal Certifying Authority for endorsement prior to the commencement of use of the development. | | La Vie will comply be creating a restriction on use under the Conveyancing Act 1919 over the on-site detention system. The following terms will be included in an appropriate instrument created under the Conveyancing Act 1919 for approval of Council:  “The registered proprietor of the lot burdened will not make or permit or suffer the making of any alterations to any on-site stormwater detention system on the lot(s) burdened without the prior consent in writing of the authority benefited. The expression ‘on-site stormwater detention system’ will include all ancillary gutters, pipes, drains, walls, kerbs, pits, grates, tanks, chambers, basins and surfaces designed to temporarily detain stormwater as well as all surfaces graded to direct stormwater to those structure. Name of the authority having the power to release, vary or modify the restriction referred to is Wollongong City Council.”  The instrument showing the restrictions will be submitted to the Principal Certifying Authority for endorsement. |

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| **LA VIE’S RESPONSE TO**  **LETTER FROM WOLLONGONG COUNCIL – RECOMMENDED CONDITIONS** *(Annexure ‘2’)* | | | |
| 1.z. | On-Site Detention – Positive Covenant Maintenance  A positive covenant shall be created under the Conveyancing Act 1919, requiring the property owner(s) to undertake maintenance in accordance with the Construction Certificate approved On-Site Stormwater Detention System and Maintenance Schedule (application number to be referenced).  The instrument showing the positive covenant must be submitted to the consent authority for endorsement prior to the commencement of use of the development. | | A positive covenant will be created under the Conveyancing Act 1919, requiring the property owner(s) to undertake maintenance in accordance with the Construction Certificate approved On-Site Stormwater Detention System and Maintenance Schedule (application number to be referenced).  The instrument showing the positive covenant must be submitted to the consent authority for endorsement. |
| 1.zz | | On-Site Detention – Structural Certification  The submission of a certificate from a suitably qualified practising civil and/or structural engineer to the consent authority is required prior to the commencement of use. This certification is required to verify the structural adequacy of the on-site detention facility and that the facility has been constructed in accordance with the approved Construction plans. | It is agreed that a submission of a certificate from a suitably qualified practising Civil and/or Structural Engineer to the consent authority is required prior to the commencement of use. This certification is required to verify the structural adequacy of the on-site detention facility and that the facility is constructed in accordance with the approved Construction plans. |

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| **LA VIE’S RESPONSE TO**  **LETTER FROM WOLLONGONG COUNCIL – RECOMMENDED CONDITIONS** *(Annexure ‘2’)* | | |
| 2.a. | **LANDSCAPE**  Streetscape  The developer is responsible for the design and construction of the streetscape infrastructure to Avondale Road and Huntley Road for the entire length of the subject property, including, but not limited to kerb and gutter, footpaths, lighting, street trees, driveway crossings. The footpath must be installed to the satisfaction of WCC Manager of City Works.  The developer is responsible for the construction of new kerbing for the entire length of the two street frontages, Avondale Road and Huntley Road. The developer must construct the kerbing in accordance with the conditions, technical specifications, heights and levels to be obtained from WCC Manager of City Works.  The developer is responsible for the construction of footpath paving for the entire length of the street frontages Avondale Road, Huntley Road and Goolagong Street. The type of paving for this development is 1500mm wide 100mm thick reinforced broom finished concrete. A nominal two percent (2%) maximum two and a half (2.5%) cross fall to be provided from property line to back of kerb. The footpath must be installed to the satisfaction of WCC Manager of City Works.  The developer is responsible for providing street tree planting to Avondale Road, Huntley Road and Goolagong Street. Street trees to Avondale Road, under existing power lines, to be Melaleuca decora, size 45L planted at max 10m centres. Street trees to Huntley Road to be Eucalyptus longifolia size 45L planted at max 10m centres. Street trees to Goolagong Street, to be Melaleuca decora, size 45L planted at max 10m centres. Tree pits must be adequately established with mulching, soil improved with fertilizer and water retention conditioners, planting and staking installed to the satisfaction of WCC Manager of City Works. Contact Dial Before You Dig and undertake any necessary pot holing to determine the location of existing services before excavating tree pits. | La Vie takes responsibility for the design and construction of the streetscape infrastructure to Avondale Road and Huntley Road for the entire length of the subject property, including, but not limited to kerb and gutter, footpaths, lighting, street trees and driveway crossings. The footpath must be installed to the satisfaction of WCC Manager of City Works and the agreed landscape plan.  La Vie will be responsible for the construction of new kerbing for the entire length of the two street frontages, Avondale Road and Huntley Road. The developer must construct the kerbing in accordance with the conditions, technical specifications, heights and levels to be obtained from WCC Manager of City Works and the agreed landscape plan.  La Vie is responsible for the construction of footpath paving for the entire length of the street frontages Avondale Road, Huntley Road and Goolagong Street. The type of paving for this development is 2500mm wide x 100mm thick reinforced broom finished concrete. A nominal two percent (2%) - maximum two and a half percent (2.5%) cross fall to be provided from property line to back of kerb. The footpath must be installed to the satisfaction of WCC Manager of City Works and the agreed landscape plan.  La Vie considers the tree species requested by Council not to be in keeping with the ambience needed for this facility.  La Vie is dedicated to planting and maintaining trees to Avondale Road, Goolagong Street and Huntley Road, however, the plant species chosen for the health precinct are not within Councils list of requested species. The trees, plants, shrubs and grasses have been carefully selected for their colour and scent. When they are planted they will provide a unique ambience, which will counter the clinical effect a hospital environment can produce. The overall built design and atmosphere is hinged on this very significant effect. Any change to this selection will compromise the significant effect and the ambience so created. This matter will be discussed in length with council. |

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| **LA VIE’S RESPONSE TO**  **LETTER FROM WOLLONGONG COUNCIL – RECOMMENDED CONDITIONS** *(Annexure ‘2’)* | | |
| 2.b. | Existing Trees  Existing trees on the site are to be retained where feasible, with supporting documentation from the project Arborist that confirms the Safe Useful Life Expectancy (SULE) of the tree. Trees on neighboring properties are to be retained and are not to be adversely affected by the proposed development. There is a *prima-facie* obligation to ensure the neighbours trees are not detrimentally impacted by the proposed development.  All existing trees are to be retained upon the subject property and any trees on adjoining properties shall not be impacted upon during the excavation or construction phases of the development. This will require the installation and maintenance of appropriate tree protection measures, including (but not limited to) the following:  a) Installation of Tree Protection Fencing – Protective fencing shall be 1.8 metre cyclone chainmesh fence, with posts and portable concrete footings. Details and location of protective fencing must be indicated on the architectural and engineering plans to be submitted to the Principal Certifying Authority prior to release of the Construction Certificate.  b) Mulch Tree Protection Zone:  Areas within a Tree Protection Zone are to be mulched with minimum 75mm thick 100% recycled hardwood chip/leaf litter mulch.  c) Irrigate: Areas within the Tree Protection Zone are to be regularly watered in accordance with the arborist’s recommendations.  Any proposed hard surface under the canopy of an existing tree shall be permeable and must be laid such that the finished surface levels match the existing level. Permeable paving is to be installed in accordance with the manufacturer’s recommendations. | Biosis Report confirms there are no trees of significance on this site, notwithstanding that any existing trees of any significance on the site will be retained where feasible. Supporting documentation from the project Arborist confirming the Safe Useful Life Expectancy (SULE) of these trees will be provided if required. Trees on neighbouring properties will be retained and will not to be adversely affected by the proposed development. La Vie agrees there is a *prima-facie* obligation to ensure the neighbours trees are not detrimentally impacted by the proposed development.  All existing trees, where possible, will be retained upon the subject property, and any trees on adjoining properties will not be impacted upon during the excavation or construction phases of the development. This will require the installation and maintenance of appropriate tree protection measures, including (but not limited to) the following:  a) Installation of Tree Protection Fencing – Protective fencing shall be 1.8 metre cyclone chainmesh fence, with posts and portable concrete footings. Details and location of protective fencing must be indicated on the architectural and engineering plans to be submitted to the Principal Certifying Authority prior to release of the Construction Certificate.  b) Mulch Tree Protection Zone: Areas within a Tree Protection Zone are to be mulched with minimum 75mm thick 100% recycled hardwood chip/leaf litter mulch.  c) Irrigate: Areas within the Tree Protection Zone are to be regularly watered in accordance with the Arborist’s recommendations.  Any proposed hard surface under the canopy of an existing tree will be permeable and will be laid such that the finished surface levels match the existing level. Permeable paving will be installed in accordance with the manufacturer’s recommendations. |

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| **LA VIE’S RESPONSE TO**  **LETTER FROM WOLLONGONG COUNCIL – RECOMMENDED CONDITIONS** *(Annexure ‘2’)* | | |
| 2.c. | Car Parking  Trees should be incorporated wherever possible in the car park. In open car parks they should be so spaced that 50% of the area will lie under the canopy of the trees when they reach maturity. This is to be applied where there are not the constraints of the Overhead High Voltage Electrical Lines. | Trees will be incorporated, wherever possible, in the car park and as per the proposed landscape drawings. In open car parks they should be so spaced that 50% of the area will lie under the canopy of the trees when they reach maturity, or as shown on the landscape drawings. This will be applied where there are no constraints of Overhead High Voltage Electrical Lines. |
| 2.d.. | Stormwater/Drainage  The applicant is to ensure that the Landscape Plans and Drainage Plans (stormwater management) are compatible. Site landscaping must be integrated with the stormwater management (drainage) controls. In particular, the location and nature of on-site stormwater detention basins should not conflict with landscaping areas and objectives. | La Vie will ensure that the Landscape Plans and Drainage Plans (stormwater management) are compatible. Site landscaping must be integrated with the stormwater management (drainage) controls. In particular, the location and nature of on-site stormwater detention basins will not conflict with landscaping areas and objectives. |
| 2.e. | Buffer Landscaping  The developer is to provide a minimum 1.5m wide landscaped buffer zone between the existing residential area adjacent to the site, and the proposed development. | La Vie will provide a minimum 1.5m wide landscaped buffer zone between the existing residential area adjacent to the site, and the proposed development. |
| 2.f. | Retaining Walls  Any proposed retaining wall shall be constructed in accordance with Council’s Retaining Wall Policy and shall be supported by a certificate from a structural engineer which confirms the structural adequacy of the proposed retaining wall structure(s) and compliance with Council’s Retaining Wall Policy. | La Vie agrees that any proposed retaining wall shall be constructed in accordance with Council’s Retaining Wall Policy and shall be supported by a Certificate from a Structural Engineer, which confirms the structural adequacy of the proposed retaining wall structure(s) and compliance with Council’s Retaining Wall Policy. |
| 2.g. | Maintenance  The developer is to implement a landscape maintenance program in accordance with the approved Landscape Plan for a minimum period of 12 months to ensure that all landscape work becomes well established by regular maintenance. Details of the program must be submitted with the Landscape Plan to the Principal Certifying Authority prior to release of the Construction Certificate. | La Vie agrees to implement a landscape maintenance program in accordance with the approved Landscape Plan for a minimum period of 12 months to ensure that all landscape work becomes well established by regular maintenance. Details of the program will be submitted with the Landscape Plan to the Principal Certifying Authority. |

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| **LA VIE’S RESPONSE TO**  **LETTER FROM WOLLONGONG COUNCIL – RECOMMENDED CONDITIONS** *(Annexure ‘2’)* | | |
| 2.h. | Plant Species Selection  Where appropriate, select plants that are typical of the endemic plant species of the Illawarra Lowlands Grassy Woodland plant association, such as, Acacia maidenii, Allocasuarina littoralis, Angophora floribunda, Brachychiton populneus, Callistemon salignus, Dianella revolute, Lomandra filiformis, Eucalyptus botryoides, Eucalyptus longifolia, Eucalyptus tereticornis, Melaleuca decora, Melaleuca styphelioides. | La Vie does not feel that the plant species recommended by Council supports the need for a unique sense of ambience, as will be created by the scent produced by the selection made by La Vie’s Landscape Architect. Furthermore, the dementia garden needs to incorporate a tactile component. La Vie is dedicated to planting and maintaining trees to Avondale Road, Goolagong Street and Huntley Road, however, the plant species chosen for the health precinct are not within Councils list of requested species. The trees, plants, shrubs and grasses have been carefully selected for their colour and scent. When they are planted they will provide a unique ambience, which will counter the clinical effect a hospital environment can produce. The overall built design and atmosphere is hinged on this very significant effect. Any change to this selection will compromise the significant effect and the ambience so created. |
| 2.i. | Disabled Access  The provision of disable access throughout the development is required and shall be in compliance with the Building Code of Australia Part D3 “Access for People with Disabilities” and the Australian Standards. | The provision of disabled access throughout the development is required and will be in compliance with the Building Code of Australia Part D3 “Access for People with Disabilities” and the Australian Standards. La Vie is aware of this provision and undertakes to ensure the same is carried out. |
| 3. | **HEALTH**  To ensure compliance with Food Act 2003 the following information would need to be provided to Council:-  1. Fit out details of all food outlets in accordance  with AS4674-2004.  2. The following approvals/notifications are also  required before occupation of the building:  a. Mortuary registration.  b. Food business notification to NSW Food  Authority.  c. Should water cooling tower be installed  within the building, registration is required  with Council to ensure compliance with  AS3666. | La Vie will ensure compliance with Food Act 2003 and the following information will be provided to Council:-  1. Fit out details of all food outlets in accordance with \  AS4674-2004.  2. The following approvals/notifications will also be  submitted prior to occupation of the building:  a. Mortuary registration.  b. Food business notification to NSW Food Authority.  c. If applicable, water cooling tower registration will be  obtained from Council to ensure compliance with  AS3666. |

**ANNEXURES:**

1. Letter from Wollongong Council – Detailed Comments

2. Letter from Wollongong Council – Recommended Conditions

3. Copy Response from Martens

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| **LA VIE’S COMBINED RESPONSE TO PUBLIC SUBMISSIONS FROM:**  Mr Malcolm Giles, 77 Penrose Drive, Penrose  Mr Carl Neary 43 Turnbull Crescent, Penrose  Ms Nerida Ashby P O Box 752, Wollongong  Mr Alan Barnett 5/93 Avondale Road, Penrose  Mr Evan Swan 3/83 Avondale Road, Dapto  Mr and Mrs R Chittick 6 McKay Place, Penrose | | |
| 1. | Construction Noise | The construction noise is monitored during and over the construction period, La Vie’s Noise Consultants, Wilkinson Murray, have assessed and reported on these issues. In their findings they recommended various measures be put in place to reduce any possibility of high noise levels disturbing the local residents - See Wilkinson Murray Report. One of the recommendations made in the report is that acoustic blankets be fitted to the fence along Goolagong Street to absorb and reduce the transmission of noise from the site. In addition, the hours of operation for site construction fall within the guidelines of Wollongong Council. |
| 1a | Noise | The construction noise is addressed above, and will be managed responsibly in accordance with all State and Local Government Legislation, throughout the entire period of construction. La Vie cannot foresee any detrimental effects to the local neighbourhood. The site will only generate noise levels the same as any other construction site. Once completed the precinct will transmit little or no noise – see Wilkinson Murray Noise Report. As a health care precinct it is vital that no adverse noise is generated to detrimentally affect patients, visitors or staff. |
| 2. | Construction Traffic | Cardno Forbes Rigby, La Vie’s Traffic Consultants, have prepared a 300 page report on traffic. In general this report deals with construction traffic. Although, this is a large project the traffic generated is localised to Huntley Road and the southern end of Avondale Road. In addition, the hours of operation allowed for construction will determine the hours of generated construction traffic and La Vie cannot foresee any interruption or detrimental change to the existing localised vehicle movement. |
| 2a | Traffic in general | With reference to traffic in general La Vie has undertaken to upgrade Huntley and Avondale roads around the perimeter of the site through various stages of the project. The design has ensured traffic is controlled and does not spill out into the smaller localised streets. A public domain drawing is being generated to detail all upgrades. |
| 3. | Street Parking | Both La Vie Developments and Wollongong Council (see clause re: ‘off street parking’) are very aware of the desire of the local residents to have little or no parking from the precinct spill over into their streets. The proposal actually allows for no parking in the streets, and undertakes to lobby Council to erect signs protecting the resident’s parking. |

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| **LA VIE’S COMBINED RESPONSE TO PUBLIC SUBMISSIONS** continued | | |
| 4. | Stormwater | La Vie, through it’s consultants Martens Consulting Engineers, have carried out investigative work to ensure the stormwater from the site is adequately managed. Martens Report details all of the measures that will be taken to ensure stormwater is harnessed, harvested, and recycled where possible. Wollongong Council, Department of Environment and Climate Change and Department of Water and Energy are aware of the impacts these type of developments could have on the existing stormwater system and have addressed these matters with La Vie. In response, La Vie, at Construction Certificate Stage, have agreed to further investigate this issue and take further measures to guarantee the success of a well managed stormwater system. |
| 5. | Toxic Waste | The site actually generates little toxic waste. The Waste Management Plan goes into minute detail with respect to the handling of waste. In the case of the Radioiodine Therapy Facility, La Vie’s Consultant, Sydwest Design, have detailed an effluent holding system focussed on safety. The system will hold any contaminated effluent for a period of no less than three months. This holding period allows the effluent to decontaminate before being discharged into the normal effluent/sewerage system. |
| 6. | Avondale and Huntley Roads will be unable to cope with increased traffic flow. | We believe this statement to be unfounded as this matter is addressed in detail in the Cardno Forbes Rigby Traffic Report. |
| 7. | Health risks associated with construction being in the middle of high power overhead transmission cable. | The acceptable level of radiation for human beings to be exposed to over a 24 hour period is 1000 milligauss. The radiation generated by 132kv High Tension Power Lines is less than 100 milligauss. Figures quoted from ARPANSA, Australian Radiation Protection and Nuclear Safety Agency Table’s (*Appendix 7*). A diagram showing this will is appended to La Vie’s response to NSW Department Planning. |
| 8. | Noise pollution from Helipad/Flight path service. | La Vie’s Noise Consultants, Wilkinson Murray, reported that the helicopters approach flight path is not over any of the residential areas. However, La Vie will abide by decisions of Australian Air Services and Civil Aviation Safety Authority. La Vie is committed to putting in place any noise attenuation measures considered necessary. |
| 9. | Railway crossing on Avondale Road needs improving with a decent concrete base. | It is envisaged by the RTA, and other agencies, that the level crossing at Avondale Road will be closed. |
| 10. | Damage to Avondale Road during construction and extra traffic. | La Vie has undertaken to investigate the current state of repair of the roads, and from that investigation will write dilapidation works report. On completion of each stage La Vie will carry out dilapidation repair work, and also kerb and gutter the road in front of that stage. With respect to any other normal wear and tear, that would be Council’s place to ensure roads are fit and traversable. |
| 11. | Who is going to pay for road upgrades, necessary traffic lights etc – residents should not have to pay for these things. | La Vie has undertaken to enter into a Voluntary Planning Agreement as part of it’s commitment to the community. This legal agreement ensures that the project cannot proceed unless critical infrastructure has been catered for. There will be no cost to residents. |

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| **LA VIE’S COMBINED RESPONSE TO PUBLIC SUBMISSIONS** continued | | |
| 12. | Inadequacy of electricity for development needs. | La Vie’s Planning Consultants, Cardno Forbes Rigby, have investigated the status of the current electricity, potable water and sewer. As part of their responsibilities La Vie will upgrade these utilities, along with the service providers, to ensure the site is adequately serviced without putting any strain on the existing system. Please note that the existing services have been assessed as adequate to service the first stages of the project. |
| 13. | Footpath will have to be dug up to lay telephone cables. | In most cases large cables are now laid by machinery capable of underground boring. This allows for non-intrusive laying of such things as power, phone and gas lines. |
| 14. | Avondale Road is flood prone. | La Vie’s Traffic Engineers have taken these factors into consideration. The fact that the level crossing is to close would stop the use of this road. |
| 15. | Council must agree to provide residents with parking permits and streets around development must be made ‘Resident Parking Only’. | La Vie will lobby Council to erect signs discouraging parking other than that of residents and their visitors. |
| 16. | Intersections at Avondale and Turnbull, Huntley and the Highway, Avondale and Huntley, are already dangerous, however, roundabouts not promoted until 2016. | There is a roundabout on Avondale Road with Stage ‘1’ and this will slow traffic’s approach to the current Avondale Huntley intersection, which we concur is potentially dangerous. Even though this roundabout will not be rectified until Stage ‘5’, by slowing traffic approaching this intersection this should relieve any current concerns. |
| 17. | Sleep disturbance with reference to helicopter noise – CFR Report states ‘..............sleep disturbance is likely at this residence.......’. | The frequency of the helicopter flights will be low and to the south. The final pathways will be determined by Australian Air Services and Civil Aviation Safety Authority *(see response from Mr Mitch Sloan, Senior Adviser, Air Services Australia attached to La Vie’s response to Shellharbour Council)*. |
| 18. | Impact on house prices – idea that house prices will go up is a lie. | In most cases it can be shown that the majority of house prices around new hospital developments have made very strong material gains. |
| 19. | If traffic access is stopped down Avondale Road because of flooding and the level crossing – what will happen for access for residents, visitors and clients of the swimming pool? | Avondale Road only floods at it’s eastern end, near the railway crossing. The access to Avondale Road will not change. Residents will access it via Huntley as they do now in the event of flood. |
| 20. | Public transport – submission hinges on availability of bus and rail access.  - Rail access is only proposed.  - Bus access – buses will be redirected – this will withdraw existing facility from the residents. | The site allows for four new bus stops and bus companies will obviously incorporate these in their existing routes, if for no other reason that their financial gain. However, public transport to the area can only stand to be improved with more frequent services for the residents. |
| 21. | Existing water supply is inadequate – already poor pressure to homes will be further reduced – who will pay for cost of necessary infrastructure. | Referring to Section 12 of this response, all measures will be taken to ensure adequate water pressure and demand are met, without any restraint on existing supply. |

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| **LA VIE’S COMBINED RESPONSE TO PUBLIC SUBMISSIONS** continued | | |
| 22. | Facility will be an eyesore – any loss of scenic value is unacceptable. | La Vie and their Architects have worked hard to ensure the buildings are visually pleasing and the development blends in with the surrounding landscape. Our focus has been to provide a streetscape that complements the area while ensuring a new and vibrant community with all amenity at it’s finger tips. |
| 23. | Traffic problems with residential units fronting Goolagong. | There are no residential units in Goolagong Street. It is proposed to build residential type two storey villas, no bigger than any two storey type residential development, and they will most definitely be built within the design height limits outlined in Wollongong Council’s LEP. |
| 24. | Statement that several letterbox drops were conducted is a lie – resident only received 1 information leaflet. Content of letterbox drop inadequate. Public consultation inadequate. | Two letter box drops were carried out – one by La Vie’s Project Manager and a number of helpers, and the second by the Proponent and the Project Manager and a number of helpers. |
| 25. | Statement that people are happy and content with the information received is not true. | The majority of people are happy with this proposal. We complied with and actually exceeded the Director General’s Requirements. And in the case of the community response only 4 written objections were made and these objections have been answered. |
| 26. | Loss of visual amenity – 2 storey senior living will block view of escarpment. | Any two storey residential building would give this same result, however, we have not in any shape or form exceeded the zoning or design streetscape of Goolagong. What we have delivered is a residential component abutting an urban boundary so that there can be no interference with the peaceful quiet enjoyment of local residents. |

**ANNEXURES:**

1. Copy of Letter from Mr Malcolm Giles, 77 Penrose Drive, Penrose

2. Copy of Letter from Mr Carl Neary 43 Turnbull Crescent, Penrose

3. Copy of Letter from Ms Nerida Ashby P O Box 752, Wollongong

4. Copy of Letter from Mr Alan Barnett 5/93 Avondale Road, Penrose

5. Copy of Letter from Mr Evan Swan 3/83 Avondale Road, Dapto

6. Copy of Letter from Mr and Mrs R Chittick 6 McKay Place, Penrose

7. ARPANSA Interim Guidelines on Limits of Exposure to 50/60 Hz Electric and Magnetic Field